

MAILS.

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE,
ADEN, SUER, ISMAILIA, PORT
SAID, NAPLES, AND
MARSEILLES;
ALSO,
BOMBAY, MAHE, ST. DENIS, AND
PORT LOUIS.

ON TUESDAY, the 2nd September,
1879, at Noon, the Company's S. S.
PEIHO, Commandant PASQUALINI, with
MAILS, PASSENGERS, SPECIE, and
CARGO, will leave this Port for the above
places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted until
Noon.

Cargo will be received on board until
4 p.m., Specie and Parcels until 5 p.m. on
the 1st September, 1879. (Parcels are not
to be sent on board; they must be left
at the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, August 20, 1879. se2



STEAM FOR

SINGAPORE, PENANG, POINT DE
GALLE, ADEN, SUER, MALTA,
BRINDISI, ANCONA, VENICE, MEDI-
TERRANEAN PORTS, SOUTH-
AMPTON, AND LONDON;

ALSO,
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
CATHAY, Captain R. T. DUNDAS, will
leave this on TUESDAY, the 9th Septem-
ber, at Noon.

For further Particulars, apply to
A. MOLLER, Superintendent.

Hongkong, August 27, 1879. se3

Occidental & Oriental Steam-
Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL

and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S. S. BELGIO will be despatched
for San Francisco via Yokohama,
on THURSDAY, September 11th, 1879, at
3 p.m., taking Cargo and Passengers for
Japan, the United States, Mexico, Central
and South America, and Europe.

Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
4 p.m. of the 10th September. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

A Reduction is made on RETURN PAS-
SAGE TICKETS.

Consular Invoices to accompany Over-
land, Mexican, Central and South American
Cargo, should be sent to the Company's
Office addressed to the Collector of Cu-
stoms, San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 37, Queen's Road Central.

H. M. BLANCHARD,
Acting Agent.

Hongkong, August 22, 1879. se11

TO LET.

STORAGE.

GOODS RECEIVED ON STORAGE IN
GODOWNS IN PEDDAR'S WHARF
BUILDINGS, at Moderate Terms.

Apply to

G. R. LAMBERT.

Hongkong, August 9, 1879.

TO LET.

A FIRST-CLASS GODOWN on the
Praya.

Apply to

VOGEL & Co.

Hongkong, July 28, 1879.

TO LET.

ON MARINE LOT No. 65, FIRST-CLASS
GRANITE GODOWNS.

Apply to

MEYER & Co.

Hongkong, July 25, 1879.

"ROSE VILLAS"—FURNISHED OR
UNFURNISHED,
BONHAM ROAD,
WILL BE LET.

Apply to

SHARP & DANBY,

No. 6, Queen's Road Central,
late Messrs E. D. SASSOON & Co.

Hongkong, May 10, 1879.

TO LET.

HOUSE No. 7, PEDDAR'S HILL.

Apply to

DAVID SASSOON, SONS & Co.

Hongkong, April 29, 1879.

INSURANCES.

CHINESE INSURANCE COMPANY,
(LIMITED.)

NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two Thirds of the Profit,
whether Shareholders or not, in proportion
to the net amount of Premium contributed
by each, the remaining third being carried
to Reserve Fund.

J. BRADLEE SMITH,
Secretary.

Hongkong, December 9, 1878.

MANCHESTER FIRE ASSURANCE
COMPANY OF
MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling
of which is paid up £ 100,000
Reserve Fund upwards of £ 120,000
Annual Income £ 250,000

THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai,
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.,
Hongkong, October 15, 1868.

QUEEN FIRE INSURANCE
COMPANY.

THE Undersigned are prepared to grant
Policies against Fire to the extent of
£45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

NORTON & Co.,
Agents.

Hongkong, January 1, 1874.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Goods on board Vessels and on Hulls of
Vessels in Harbour, at the usual Terms
and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to

ARNOLD, KARBURG & Co.,
Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong
for the above Company, are prepared to
grant Policies against FIRE, to the extent
of £10,000 on any Building, or on
Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.

GILMAN & Co.,
Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER

of

His Majesty King George The First,

A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.

Policies issued for long or short periods at
current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Salmon and Penang.

Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHRAN,
Secretary.

Hongkong, November 1, 1871.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above
Company, are prepared to grant In-
surances at current rates.

MELCHERS & Co.,

Agents, Royal Insurance Company,
Hongkong, October 27, 1874.

INSURANCES.

SWISS LLOYD
TRANSPORT INSURANCE COMPANY
OF WINTERTHUR.

INSURANCES granted on MARINE
RISKS to all parts of the World.

MEYER & Co., Agents.

Hongkong, June 3, 1879. 3jn80

SCOTTISH IMPERIAL INSURANCE
COMPANY.

FIRE AND LIFE.

INSURANCES against FIRE granted at
Current Rates. Considerable Reduction
in Premium for LIFE Insurance in
China.

MEYER & Co., Agents.

Hongkong, June 2, 1879. 3jn80

For Sale.

WASHING BOOKS.

(In English and Chinese.)
WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, are now
ready at this Office.—Price, \$1 each.

CHINA MAIL Office.

NOW READY.

A CHINESE DICTIONARY IN THE
CANTONESE DIALECT, Parts I.
and II., A to M, with Introduction. Royal
8vo., pp. 404.—By ERNEST JOHN EITEL,
Ph.D. Tübingen.

Price: FIVE DOLLARS, or TWO DOLLARS
AND A HALF per Part.

To be had from Messrs LANE, CRAWFORD
& Co., Hongkong and Shanghai; and Messrs
KELLY & WALSH, Shanghai.

Hongkong, March 1, 1878.

Intimations.

A NEW STOCK OF
NEXT JOBBING TYPES
HAVING BEEN RECEIVED

FROM ENGLAND,

THIS OFFICE IS PREPARED TO

EXECUTE

BOOK & JOB PRINTING
OF EVERY DESCRIPTION
AT REASONABLE RATES.

FANCY BALL PROGRAMMES

ASSORTED SIZES, IN GOLD AND COLOURS.

BALL PENCILS,

assorted colours.

MENU CARDS,

In Gold & Coloured Borders & Patterns.

—

BOOKS BOUND IN APPROVED

PATTERNS.

—

For Sale.

AGREEMENTS FOR FOREIGN-GOING
SHIPS.

LADY'S AND GENTLEMAN'S WASHING
BOOKS.

CONTRACT PASSAGE TICKETS,
EXPORT CARGO REPORTS,
POWERS OF ATTORNEY,
CHARTER PARTIES,
SHIPPING ORDERS,
BILLS OF LADING,
PASSENGER LISTS,
BILLS OF SALE,
LOG BOOKS,
WILLS;

&c., &c., &c.

China Mail Office, 2, Wyndham Street,
(Back of Club).

Volume Seventh of the

"CHINA REVIEW."

Now Ready.

No. 6.—Vol. VII.

—OF THE—

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ming.
Ethnological Sketches from the Dawn of
History.

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Dynasty, 1101-1126.
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The Kitchen-God.
Examination of Licentiate.
The Canton River.
Cutting Crystals.
Door Slabs of Literati.
Coins of the Ming.

Books Wanted, Exchanges, &c.

China Mail Office,

Hongkong, July 24, 1879.

Intimations.

4th DRAWING.

Chinese Imperial Government Loan 1877.

NOTICE IS HEREBY GIVEN, that in conformity with the stipulation contained in
the Bonds of this Loan, the following numbers of Bonds to be paid off at par,
on the 31st of August next (1879), when the Interest thereon will cease to be payable,
were this day Drawn at the Offices of the HONGKONG AND SHANGHAI BANKING COR-
PORATION, 31 Lombard Street, E.C., in the presence of Mr. GEORGE HENRY BURNETT,
Accountant of the said Corporation, and of the undersigned Notary.

NUMBERS OF BONDS DRAWN.

1146 Bonds Nos.—

2	1617	3221	4840	6447	8052	9663	11278	12884	14497
19	1634	3245	4856	6462	8072	9681	11286	12890	14515
35	1650	3258	4869	6473	8091	9697	11308	12910	14523
53	1665	3266	4886	6495	8099	9710	11316	12928	14539
60	1679	3280	4893	6505	8118	9717	11340	12939	14551
73	1692	3297	4902	6511	8123	9741	11352	12951	14561
89	1697	3310	4916	6533	8135	9758	11357	12965	14567
110	1711	3324	4929	6548	8160	9768	11379	12984	14597
114	1725	3338	4953	6562	8163	9784	11384	12988	14610
137	1750	3350	4970	6580	8186	9797	11397	13008	14622
146	1764	3368	4984	6594	8199	9812	11421	13027	14635
158	1765	3375	4987	6595	8208	9815	11434	13037	14649
175	1780	3398	4999	6621	8231	9836	11450	13061	14671
187	1806	3405	5026	6634	8233	9854	11459	13064	14681
205	1818	3422	5037	6641	8249	9862	11480	13082	14700
223	1834	3440	5043	6654	8271	9873	11492	13096	14714
236	1848	3451	5064	6655	8277	9892	11499	13118	14725
250	1862	3461	5079	6692	8299	9902	11512	13130	14741
257	1870	3485	5088	6695	8305	9921	11531	13144	14752
280	1880	3497	5097	6716	8329	9928	11547	13158	14760
281	1895	3506	5122	6721	8332	9952	11561	13163	14777
305	1913	3517	5127	6747	8358	9957	11572	13180	14788
315	1926	3539	5148	6753	8365	9975	11579	13199	14808
328	1941	3546	5155	6767	8383	9991	11598	13204	14822
346	1964	3566	5173	6779	8397	10000	11608	13219	14838
358	1966	3574	5188	6795	8414	10019	11628	13240	14850
371	1980	3588	5196	6806	8422	10033	11644	13246	14856
388	1997	3602	5211	6829	8434	10046	11650	13262	14874
402	2007	3614	5231	6845	8454	10058	11663	13274	14888
410	2025	3635	5247	6852	8469	10069	11687	13299	14908
429	2032	3650	5263	6862	8482	10088	11693	13303	14924
440	2044	3662	5269	6883	8491	10098	11707	13315	14926
452	2069	3679	5291	6894	8501	10115	11719	13330	14951
464	2083	3696	5298	6909	8514	10128	11744	13346	14954
492	2113	3723	5326	6933	8546	10158	11772	13371	14983
492	2115	3728	5344	6953	8556	10170	11787	13397	14995
526	2138	3751	5349	6966	8575	10180	11798	13401	15020
539	2148	3754	5376	6979	8585	10202	11810	13413	15035
547	2160	3775	5377	6988	8600	10214	11827	13429	15050
569	2177	3785	5400	7007	8624	10225	11832	13444	15063
575	2187	3805	5407	7018	8638	10246	11854	13457	15074
598	2208	3812	5427	7030	8645	10258	11866	13475	15079
611	2213	3836	5441	7055	8658	10265	11874	13495	15096
628	2232	3848	5447	7065	8674	10284	11897	13507	15112
637	2248	3862	5473	7079	8694	10301	11910	13518	15134
649	2258	3868	5485	7085	8704	10316	11920	13526	15144
669	2277	3888	5494	7099	8714	10329	11934	13550	15161
684	2295	3893	5505	7114	8731	10344	11961	13563	15172
689	2306	3910	5530	7133	8740	10350	11963	13571	15189
712	2316	3922	5531	7144	8759	10370	11977	13591	15202
720	2334	3937	5557	7155	8770	10375	11992	13604	15212
729	2342	3953	5563	7169	8786	10389	12001	13619	15222
744	2363	3967	5585	7192	8801	10410	12018	13624	15245
762	2375	3983	5599	7210	8817	10430	12037	13647	15257
772	2383	3994	5603	7223	8827	10433	12047	13656	15273
785	2405	4013	5617	7230	8848	10458	12066	13678	15285
800	2421	4022	5642	7252	8859	10459	12072	13682	15301
817	2424	4036	5644	7254	8863	10477	12085	13701	15304
836	2450	4050	5662	7273	8880	10489	12104	13714	15317
844	2464	4062	5683	7281	8900	10506	12114	13738	15335
857	2467	4081	5698	7295	8914	10515	12126	13739	15352
873	2488	4099	5700	7310	8929	10535	12139	13753	15387
883	2495	4110	5719	7330	8938	10553	12162	13765	15383
899	2507	4118	5728	7338	8949	10559	12180	13783	15390
922	2533	4138	5745	7356	8963	10582	12192	13791	15404
937	2555	4163	5756	7367	8980	10598	12204	13815	15416
946	2562	4162	5775	7382	8998	10610	12214	13830	15436
956	2569	4176	5786	7397	9010	10614	12228	13846	15453
967	2590	4191	5798	7411	9028	10638	12248	13859	15462
985	2594	4201	5816	7428	9035	10649	12260	13863	15480
995	2609	4217	5827	7441	9051	10666	12273	13876	15490
1009	2623	4230	5844	7451	9061	10675	12282	13901	15507
1027	2635	4256	5856	7464	9080	10686	12303	13914	15519
1047	2651	4263	5868	7488	9088	10703	12314	13924	15530
1057	2663	4281	5887	7491	9111	10711	12329	13936	15552
1071	2688	4289	5898	7512	9127	10730	12347	13947	15563
1083	2696	4301	5914	7519	9132	10739	12361	13960	15574
1104	2711	4315	5929	7540	9145	10754	12372	13982	15588
1120	2726	4328	5940	7552	9159	10773	12384	13990	15598
1128	2739	4354	5953	7566	9177	10792	12399	14004	15617
1147	2755	4368	5966	7586	9186	10799	12407	14023	15634
1157	2767	4372	5981	7600	9204	10813	12428	14035	15642
1169	2775	4395	6005	7608	9218	10825	12439	14048	15666
1182	2793	4410	6016	7627	9231	10843	12455	14066	15676
1199	2808	4420	6029	7635	9242	10862	12471	14076	15685
1215	2818	4435	6045	7648	9255	10874	12487	14097	15702
1220	2837	4439	6057	7662	9271	10884	12502	14111	15717
1238	2864	4461	6076	7675	9284	10886	12508	14121	15736
1256	2861	4473	6088	7694	9309	10915	12530	14129	15749
1271	2877	4492	6091	7714	9319	10931	12544	14153	15755
1281	2896	4495	6108	7717	9326	10941	12546	14159	15776
1290	2898	4516	6120	7735	9339	10954	12569	14182	15792
1307	2915	4527	6143	7749	9358	10970	12577	14192	15796
1318	2931	4549	6156	7768	9370	10987	12597	14198	15814
1340	2953	4553	6171	7773	9387	11002	12609	14222	15821
1358	2960	4570	6187	7789	9407	11011	12624	14228	15846
1372	2970	4591	6195	7808	9415	11027	12640	14243	15856
1382	2983	4599	6215	7823	9432	11036	12654	14254	15874
1395	3004	4615	6227	7830	9443	11051	12670	14279	15878
1408	3011	4623	6240	7847	9457	11068	12683	14282	15897
1419	3025	4637	6255	7868	9466	11086	12692	14303	15908
1436	3050	4653	6260	7877	9479	11091	12711	14311	15927
1452	3065	4669	6279	7885	9506	11110	12714	14328	15940
1469	3067	4681	6290	7897	9511	11124	12738	14338	15948
1473	3083	4695	6302	7912	9530	11136	12749	14361	15967
1491	3092	4712	6320	7925	9546	11149	12755	14371	15975
1512	3116	4723	6331	7948	9556	11162	12774	14379	16001
1521	3128	4735	6354	7959	9565	11179	12786	14401	16015
1547	3137	4743	6362	7974	9584	11192	12798	14416	16028
1566	3154	4769	6380	7981	9602	11203	12812	14433	16033
1588	3165	4783	6387	8008	9607	11225	12831	14441	
1677	3181	4792	6403	8010	9625	11232	12848	14461	
1691	3206	4803	6416	8032	9641	11246	12854	14475	
1697	3207	4823	6427	8050	9656	11265	12879	14487	

Chia-chien, the proprietor of the gambling den has an interest, appeared in answer to the summons, and stated that he was unaware what had become of Kuo Chien-chien, but believed that he had gone to Hongkong. He and another party interested in the notorious "Lao Koo Chong," were, it is said, passengers to this port by the *Ningpo*.

While we in Hongkong have years ago done away with our licensed gambling houses and made all lotteries equally punishable with gambling, and are now fining lottery agencies \$200 a-piece for keeping open house for the sale of tickets, the Louisiana Constitutional Convention has approved articles not only recognizing and continuing the charter granted to the Louisiana Lottery Company, but also opening the door to as many other lotteries as will consent to pay the State \$40,000 a year. The *Baltimore Sun*, from whose columns we obtain this information, thus explains and comments:—

This action will not surprise any one who knows that this Convention is composed of average Louisiana politicians, and that its leading work heretofore has consisted in endeavoring to "scale down" the State debt again to a ridiculously low figure in proportion to what it really owes. But still it is to be regretted, for many reasons. The lottery business is a very mean, every way it is viewed. It is usually saturated with fraud, from the printing of the tickets to the publication of the drawings, but even when "squarely" conducted it is simply a scheme by which to inveigle men into paying a great deal of money for a very small return—or no return at all in the large majority of cases. There are very few lotteries which pay back fifty per cent of the cost of the tickets. If, therefore, they offer a prize of \$100,000 in a \$5 lottery, they must first pay them in the sum of \$200,000, in the shape of 40,000 tickets bought at \$5 each. If one person gets the \$100,000, then 39,999 people get nothing whatever for their money. But people overlook all this in their eagerness to buy \$100,000 for \$5, and the consequences are very vicious. Men, women and children, allured by the fatal fascination, spend more money than they are able to do in this worst sort of gambling—spend money not their own, money owed for debts, money that ought to be used for the support of families, money obtained by embezzlement and robbery. Under the shelter of the licensed lottery the illegal "policy" system is upheld, which keeps the poor and ignorant in rage and wretchedness, and is one of the most prolific sources of drunkenness and crime. It is to be hoped that the people of Louisiana will vote down any Constitution embodying State sanction to the lottery business.

In reference to the reported result of the Court Martial upon Lieutenant Carey, the *Oregon Observer* writes as follows:—

Notwithstanding the apparently unqualified sentence of the Court Martial and an abundance of precedents in the past annals of the British army to justify the extreme penalty, we do not expect that Lieut. Carey will be shot. The requirements of discipline, the honour of the service and the responsibility of the official Judges could only be met by a sentence which, under such a regime as, for instance, Wellington's in Spain, would have been carried into effect without a moment's hesitation or delay. But a great change has taken place since "our army swore terribly in Flanders," let alone in Spain; the question now is whether the "cat" and flogging should not be utterly abolished in the services; and we may feel assured that, without in the least admitting any mitigating circumstances in the great offence of this most unfortunate young officer, Her Majesty will be graciously pleased to remit the sentence in favour of one scarcely less terrible, namely, dismissal from the service in disgrace. Such a mitigation, if there is any good stuff in Carey's composition at all,—such as the record of some portions of his past career undoubtedly indicate—might afford the opportunity for a partial retrieval of his lost reputation, by his finding means wherever the dangerous game of war is being played—in South America for instance—as acting as a volunteer and at least dying a soldier's death with his face to the foe.

With regard to the unhappy end of the Prince Imperial and the prophecies of his death, the Paris cor. of the *New York Times* gives the following curious story:—

Before he left for the Cape it is said his mother, who is deeply superstitious, consulted one Mme. de Saffrey, who is believed to have the gift of second sight. Mme. de Saffrey enjoyed some distinction at the Tuilleries, and though she did not follow the Empress into exile she is in frequent communication with her old patroness. She was the only person of the Imperial entourage who did not fail the declaration of war against Prussia with delight. Her utterance on the subject was indeed not explicit enough to be of much use, being confined to a mere repetition of the Indian proverb that what will be will be; but it was sufficient to give her great credit with the Empress. Her fixed idea, it appears, is that the English are destined to be fatal to the Napoleonic race, and she is said to have most insistently urged the Empress to leave Chislehurst at that account, and live in Switzerland or Italy—as if destiny in the shape of the inevitable Briton could not reach the family even there. She professes to see a confirmation of her prophetic misgivings in the refusal of England to declare for France in her hour of need, though anybody but a seer might fancy that Germany was the prime agent of the misfortunes of the war. At any rate she has steadily opposed Napoleon's foretelling with England from first to last, and when the Empress wrote to her about the Cape journey she repeated her mystic warning. This accounts for what I told you in March last, though I did not then know the reason of the Empress' opposition to the project. The Empress was overruled in part by the young fellow's own eager desire to go, in part by the counsel of the most active of the party chiefs, who has no faith in omens, but a good deal in the value of an advertisement, and who thought such a warlike adventure the best possible advertisement for the cause. The Empress' aversion to the journey continued to the last, and she was in a state of deep dejection for some days after the Prince sailed.

The *Examiner* states that the arrangements on board the exile steamer *Nini Noyorod* for restraining the prisoners from revolt reflect the greatest credit upon Russian ingenuity. The exiles are crowded into a number of large compartments between decks, in each of which is a valve with a steam-pipe connecting it with the engine-room. In the event of a disturbance taking place in any compartment, the warder will simply open the valve and let the steam play upon the prisoners, who in a very short space of time will be scalded into passive obedience. Should the revolt become general throughout the steamer, and the exiles make headway against the feeble guard on board, the captain has the permission of the authorities to open the valves in the keel of the vessel and sink the cargo to the bottom.

A CORRESPONDENT, writing from Tientsin to the *Temperance Union*, says Miss Howard, M.D., of the Am. M. E. Mission, has been called in to nurse Madame Li, at H. E. the Viceroy's yamen, in which a suite of three rooms has been prepared for her. Miss Howard, the writer goes on to say, was called in to care for the lady "who had just been saved from death by the medical aid of Dr. Mackenzie (Lond. Miss) and Dr. Erwin of the Settlement. Mr. Potthick was instrumental in bringing it all about. Drs. M. and E. are still visiting the yamen daily, and many high officials are coming to them for treatment."

Miss Bird, the author of an entertaining book, "A Residence in the Sandwich Islands," has, we read in the last home papers to hand, two volumes of travel in the press, which are promised shortly:—"A Lady's Life in the Rocky Mountains," and "Japanese Letters, an Account of Travels on Horseback for 700 Miles through the Remote Regions of Japan."

Police Intelligence.

(Before C. V. O'neagh, Esq.)

Saturday, August 30.

THE \$17,000 CONSPIRACY CASE.

REGINA (WONG MING LEONG) & CHUN SHUN YEE AND OTHERS.

In this case Chun Shun Yee, Tam Yew Tong, are charged with two others not now before the Court, namely Ho Chui Tin, and Chu Fan, with conspiring to cheat and defraud the complainant by inducing, by false pretences, his son, a youth of 19 years of age, to sign a promissory note in favour of the first prisoner for \$17,000.

Mr. Haylar, instructed by Mr. Brereton, appeared for the prosecution; Mr. Dennis appeared for the first prisoner, and Mr. Ng Achoy for the second.

The case was last before the Court on the 30th.

The following evidence was taken to-day: Wong Kwok Chun: The promissory note now produced is the one I made. I got no money for it. I saw the second defendant on the street in Canton on the 29th June in company with Ho Chui Tin. They told me I had been sued on the note in the Consular Court. I said: "He is an English merchant, and he said he would trust me until I got an engagement." The second defendant said: "If you do not pay me you will be put in gaol." He said: "I will take you down to Hongkong and you will see Chun Sun Yee and he will make your father pay the money." I came down with second defendant on the 30th June and stayed in his house here. After dinner we went to first defendant's house. I saw first defendant and said to him: "Since you have trusted me, why do you sue me?" He said: "If you take my advice you will get some money. If not I will sue you in Hongkong and put you in gaol." He then said: "You stay in his house till I have time. Then I will take you to Canton where I have already sued you, and make your father pay the money. Then you and I will have some money to spend." We (I and second defendant) went back to the first defendant's house, on July 4th, when he sent for us. First defendant said: "I am going to Canton to-morrow," and wanted us to go with him. Second defendant said he was busy and could not go. I and first defendant went on 6th July to Canton, where we lodged in a flower boat; I wished to return home but he would not let me. We went to the Consul next day. Before we went to the Consul he told me to say that my name was Wong On; if asked whether I owed the money, I was to say that I had borrowed the money with my father's sanction, for him, and that I must consult with him; if asked whether I could give any security I was to say I had a large house as my home. If I said this, he told me, I would get some money. The Consul saw first defendant first, when I went in he (the Consul) asked me, Is your name Wong On? I said "Yes." He asked "Do you owe this money?" I said "Yes." He asked "When will you pay this money?" I said my father had told me to borrow money to buy arms, and that I had got this money as security for the amount. The Consul said: "I take no notice of your buying arms, you must pay the money." The whole of this story was not true; I said it because the first defendant told me to do so.

Mr. Dennis: Every word you told the Consul was a lie?

Witness: Yes.

Is your name Wong On?—It is not.

What is your name?—Wong Kwok Chun.

My second name—Wong Lau Chun.

I sometimes use the name of Wong Lan Chun in writing. Letter "B" signed Wong On, was written by me at the dictation of Ho Chui Tin. Letter C, I wrote and signed with my name "Lan Chun." I told the Consul I was Wong On. In paper D, which is the petition for a permit, I am referred to as "Lieut. Wong On." Ho Chui Tin is "Recorder of the Banquetting Court at Peking." I handed to the Consul the letter B, in which Ho Chui Tin told me that the Pacification Board refused to issue a permit. I did not tell the Consul that first prisoner had given me a promissory note for \$13,600 and had guaranteed payment of that amount for 20 per cent. I did say just now that such an arrangement was made; but it was not stated at the Consulate. I don't know whether the first prisoner told the Consul that not a cash had been paid on the \$17,000 note. He spoke in English. I did not tell him so, because first defendant told me I need not say so. I don't know whether the Consul was given to understand that I had given the promissory note to the guarantor. The gentleman I saw spoke to me in Cantonese and I to him.

I do not understand Mandarin. I call myself a student because I am studying to go up for my examination. I gave the note for \$13,600 to second defendant, who has it still. The paper produced is a copy of it, only the words are added "this money is borrowed to make up a loan for the use of Wong On." He told me I could buy arms with this note, and I took it to the shop of second defendant and bought arms. I do not know where that note is now. I gave it in security for their cost. My only reason for not taking delivery is that the Government will not allow them to be sent. I have repeatedly said to the shop-keeper (first prisoner) that I would pay him when I was appointed. I have written him, signing myself by direction of Ho Chui Tin as Wong On. There is no such person as Lieut. Wong On. I know of no person of that name. It is more than ten years since my brother changed his name. I swear that. I am not aware that a petition was presented in Oct. 1868 to the Pacification Board by any Lieut. Wong On. I don't know that Ho Chui Tin was sent as a Special Deputy to Hongkong to arrange the purchase of certain guns. He said himself he was a deputy. He said if I used the name of Wong On I should be able to present the arms. He said: "In writing your petition (to the Pacification Board) use the name Wong On. You can then get a permit." I neither wrote nor signed the petition. Ho Chui Tin sent it in. I have neither seen it nor the answer; I saw a copy of the latter. That copy of the answer I handed to the Consul when I told him I was Wong On. These answers set out a great part of the petition. Ho Chui Tin was very anxious that these arms should be presented to the Government. My sole object was to get pretreatment under the Chinese Government; I came to Hongkong with a bona fide intention of presenting them to the Chinese Government. I had the same intention in October last and up to the 28th February this year, when my good intention of paying for what I had bought ceased. I did promise that when I was appointed I would pay them. When I asked him to see me I did not tell him not to be afraid. The only way I knew of becoming a mandarin was to present guns and ammunition to the Government; and the only way to obtain permission to present these arms the Government was to call myself Wong On. But what I had expected was not fulfilled.

Mr. Haylar explained that Li Hung Chang had heard of the matter and saw through it, and of course put a stop to it; he would have nothing to do with it.

Witness continued: My father is a brevet major in the Chinese army and will be soon a second Captain.

In cross-examination by Mr. Ng Achoy, witness said I did not know Ho Chui Tin before the 28th October. Chun Fan then mentioned his name to me, and on the following day I went to his house. I first saw the second defendant at the Tai Loo Chan, Chinese Boarding-house, on the 31st October. I had not known him before. I never been to Hongkong before. I did not come to Hongkong in the early part of October. I did not go to the defendant's shop during that month, and bargain about some guns. I did not know Hung Sang. When I went to the second defendant's house and bargained about the purchase of certain American guns, I did not mention Leong Hung Sang as my security. The document now shown me is a copy of the petition presented in my name to the Board of Pacification. This petition was not authorised by me. I authorised Ho Chui Tin to get permission to present these arms and some ammunition to the Government. The date of that petition is the 26th October; it gave a description of the guns to be presented by "Wong On." I saw the petition for the first time this year. When I drew up the promissory note the second prisoner was present.

There were also some others present who might have heard what was going on. This was on the 2nd November at 12.30. After exchanging the promissory notes we immediately went to the second defendant's shop. There were altogether Chu Fan, Ho Chui Tin, the two defendants and myself. First defendant handed me this note at the Club, and I handed it over to the second defendant at the same time. I went to the second defendant's shop and was to pay for the guns and ammunition with it; I signed no agreement but I signed my name to the note. He had had the note for some time, but this was the first time he had ever spoken about his bankruptcy. I have known ever since that the defendant was a bankrupt. The document produced is a memo or agreement for the purchase of arms to the value of \$16,000. This is in my handwriting and is signed Wong On. I signed it because the second defendant told me. The second defendant has repeatedly asked me to take delivery of the arms. I have not paid him any money. I am seldom in Hongkong. The house in Canton requires looking after.

Mr. Ng Achoy: When you were at the house did you announce yourself as Wong On when the soldiers came there after time looking for him?

Mr. Haylar: "No fear."

Witness: No.

The case was adjourned till 10.30 on Wednesday, the complainant and his sons, the first witness, being bound over in sureties of \$1,000 and \$500 respectively to appear then. The Magistrate remarked that it seemed quite clear that a forgery had been admitted. Whether one or two or three persons had been engaged in it would be shown by subsequent evidence.

(Before the Hon. C. B. Plunket.)

Fung Chuk Nam, shopman, 45 Queen's Road, was fined \$2 for making a bonfire in front of his house on the 27th; the fire was made of joss paper, &c., and was 1½ feet high, 3 feet wide.

Ho Ayan was charged with mendacity; He said he had just come from the Sun Ning district; he had come to beg; he was not able to work; he had a bad leg. He was ordered to be sent to his native place, the Magistrate remarking that he appeared to be a leper.

Lin Akan, was charged with having, through wilful neglect, caused the complainant Wong Kum Mun, the daughter of a Malay sailor residing in Hollywood Road, bodily harm by running a cart over her on the 30th. The woman had been walking in the middle of the street, when the cart drove up furiously, knocked her down and ran over her, one of the wheels passing over her leg, body and face, left side. The woman showed the marks caused, but

apparently no serious damage was done. Fined \$10, half of which if paid to go to the complainant; in default one month's imprisonment with hard labour.

Lam Aez was sentenced to fourteen days' hard labour for unlawful possession of a pair of pincers and for the poor-box a dollar with which he attempted to bribe the constable, an Indian, who apprehended him.

Li Apo, who was charged with stealing \$84, the monies of Captain Johnson of the steamer *Charlton*, and whose case has been before the Court several times already, was now discharged, the Magistrate accepting the prisoner's explanation that the matter was merely one of account. The prisoner had been in the employ of a shipping agent who was concerned in the payment of certain of the crew, and the account had to do with their wages.

Chan Atai, for snatching a silver chain valued at \$1.50 from a boy five years of age, was sent to jail for three months with hard labour.

Chan Ayan, a hawk, was charged with stealing a box containing \$54.50, the property of another hawk in whose employ he had been at \$1 a month. He had stolen the money from his master's box when the master was absent. Prisoner was sent to jail for six months with hard labour, and the \$34 found on him was ordered to be returned to complainant.

CORRESPONDENCE.

THE HONGKONG HUMANES SOCIETY.

To the Editor of the "CHINA MAIL."

Hongkong, Aug. 30th 1879.

Sir,—In your issue of last evening when noticing the practice of the Humane Society you say, "Mr. Williams is the only one here who, so far, thoroughly understands the apparatus from beginning to end." That statement being very unjust to many hardworking members who have taken every pains to learn their duties, I beg that you will give insertion to this contradiction. While the members are aware that the foreman mentioned is thoroughly well up in his work, it is also recognised that there are several others who are in every way competent to perform the same duties. To mention names is unnecessary.

—Yours &c.

P. H. EMANUEL,

Hon. Sec.,

Hongkong Humane Society.

China.

AMOI.

(Gazette.)

The British steamer *Chefoo*, Capt. Williams, left this port on the 18th instant with a general cargo for Shanghai. She put back on the afternoon of the 21st instant. The following is her report:—

"On Tuesday the 19th instant at 3.30 a.m. the vessel struck on Ocksen Island, the weather fortunately being fine, and the sea smooth; the Light on the Island was seen before the accident, but in consequence of the fog then prevailing the distance was very deceptive."

We are informed that the passengers, two officers, and a number of the Chinese crew abandoned the vessel, and she was brought back by the Captain and the remaining officers, to whom great credit is due, as it was mainly owing to their indefatigable exertions that the steamer did not become a total wreck.

Some cargo was jettisoned and the fishermen on the Island were not slow to avail themselves of such an opportunity to enrich themselves. The exact extent of the damage is not yet known, but the vessel has been beached with a view to ascertain its nature.

The entire cargo consisting of sugar and general merchandise is damaged.

By the Harbour Master Notification in another column, we note with pleasure that Capt. N. Moalle of the firm of Messrs. Moalle & Co. has been unanimously elected Harbour Pilot for Amoy. We congratulate Capt. Moalle on his new appointment and sincerely wish him success.

We take this opportunity of correcting a mistake which appeared in the account we published in our issue of 22nd instant of the accident to the S. S. *Chefoo*. This was that two of the officers abandoned the vessel after she struck the rocks. It appears that we were wrongly informed as to this, and that not a single officer or Foreigner belonging to the *Chefoo* deserted the ship, although a good many of the Native crew and stokers did so, and she had to be navigated down to Amoy very short-handed.

Great praise is due to Capt. Williams and his officers for the good seamanship displayed after the accident, and for their pluck in bringing the steamer to this port in safety.

She had one large hole in her starboard bow, another in the port bow, and a third in the floor stern. The water was level with the 'tween decks, and nothing saved her except the iron bulk-head of the engine room and air-tight ballast-tank.

The steamer was too deeply water-logged to enter the Dock, and Capt. Williams has been struggling ever since his arrival to get the holes patched up so as to be able to get in. He has our hearty good wishes for his success this afternoon, when it is to be hoped the vessel will be safely docked.

We note the departure on Saturday afternoon in the steamer *Saratov* for Shanghai, of Mr. H. Butler, of His Imperial German Majesty's Consulate.

We learn that the Court of Enquiry which was to have been held this day at 10 a.m. at the British Consulate to investigate the circumstances attending the stranding of the S. S. *Chefoo* off Ocksen Island, has been postponed until the vessel is safely docked.

We learn that a new Tsotai's Deputy has been appointed for Kiangsu. His name is Lo, and he is daily expected to arrive from Foochow.

The Spanish steamer *Emay*, Capt. Blanco, left on 26th for Manila with about 40 Chinese passengers.

The British steamer *Glenlyon*, Capt. Wallace, left on 26th for New York with a cargo of tea.

Harlequin, partly dismasted, and offered her assistance, which was declined. The disabled vessel was afterwards towed to Chefoo by the German gunboat *Wolf*. This no doubt was the vessel mentioned some days ago by our Chefoo correspondent as having been towed into that port by the *Wolf*, and the name of which could not be ascertained in time for despatch.

Much regret was felt throughout the Settlements at the announcement of the demise, after a very short illness, of Dr. Galle, at the early age of forty-three years, nearly sixteen of which he had spent in China. Deceased was medical officer of the French Municipality, and was generally esteemed by all classes of the community. The funeral took place with considerable ceremony, the opening portion being celebrated at St. Joseph's Cathedral, which was hung with black and white drapery, the catafalque also bearing white plumes and trimmings. A number of the French Police lined the building, and there was a large gathering of spectators. The Town Band was also in attendance, and played the funeral procession to the Cemetery through streets crowded with a vast concourse of foreigners and Chinese. The flags at the French public buildings were lowered to half-mast, out of respect to the memory of the deceased.

Early yesterday morning (22nd) a collision occurred between the C.M.S.N. Co.'s steamer *Haean* and the M.B. steamer *Tokio Maru*, the former vessel being en route from Foochow, and the latter at anchor somewhere below Woosung. Both vessels received considerable damage, the *Haean* being so much injured that she had to be towed up the river. Details are wanting as to the cause of the disaster. The *Haean* has not long come out of Messrs. Farnham & Co.'s dock, after undergoing repairs. Mr. Tong King-sing and Captain Bolton were passengers by the *Haean*, having been to Foochow, it is said, to negotiate for the purchase of a vessel for the service of the C.M. Company.

Captain J. P. Roberts recently launched upon the Hwangpoo a novel boat in the shape of a New York catamaran, which has been described to us as consisting of two boats of about 24 feet in length by 21 inches in depth and width each, and having a space eleven or twelve feet between them. These boats are placed opposite to each other broadside to broadside—the intervening space being occupied by what is termed the "bar," or place where the passengers sit. The car works on pins so as to avoid unpleasant motion when under way and is some two feet or so out of the water. The vessel is appropriately named the *Gemini* and is sloop rigged—having jib, mainsail, and gaff topsail. The speed of this kind of craft is said to be, with a fair wind, something like twenty miles per hour, but without great swiftness they have a tendency to dip their bows more than is pleasant to voyagers. The *Gemini* is steered by a tiller operating simultaneously on a rudder attached to each of the boats.

A telegram has been received from Nagasaki, announcing the safe arrival at that port on Thursday last, of the steam-launch *Lily*, built by Messrs. S. C. Farnham & Co., which left this port on the 17th instant, under the command of Captain H. S. Lawrence, having, as we understand, been sold to Japanese. To say the least, the voyage was a lucky one in so small a vessel.

The M.B. Co.'s steamer *Tokio Maru* went up to repair the damage caused by her collision with the *Haean*, which vessel we are informed, will also be docked. Both steamers are considerably damaged, and in consequence the departure of the *Tokio Maru* has been postponed till the end of the week. We hear that steps are being taken to amicably settle the question of responsibility for the damage done, and so avoid the necessity of legal proceedings.

The *Mercury* says several changes are about to be made in the location of the Customs Commissioners. Mr. C. L. Simpson is to be transferred from Chefoo to Kiangsu; Mr. Hughes is to go to Chefoo; Mr. Kleinwachter has gone to Ningpo.

We have it on good authority that the opium importers here intend holding a meeting shortly, to consider what steps they shall take in regard to the continued obstructive action of the Srawat Opium Guild, in order that they may lay before the Chamber of Commerce the grievances under which they labour, with a view to obtaining redress. This step is, we are assured, to be taken immediately, and is likely to lead to combined action in future in all cases where foreign commerce is interfered with by any of the Chinese Guilds.—It may at the same time be mentioned that the action brought by certain foreigners against the Srawat Opium Guild, to be heard before a Court to be composed of the Tsotai and H.M.'s Consul A. Davenport, Esq., is progressing, and is expected to come on for hearing shortly.

It was stated by the Police authorities during the hearing of a case at H.M.'s Consulate a few months ago, that there had been no highway robberies in these Settlements for four or five years. But now the immunity has been broken, with a remarkable verification of the adage that it "never rains but it pours." About a fortnight ago we reported the case of a foreigner being attacked by natives in the neighbourhood of the Hongkew Wharf and stripped almost to a state of nudity, and that in this condition he had to go on board a steamer in preference to missing his passage. At the Mixed Court yesterday, two ruffians were remanded until Saturday on a charge of highway robbery. They inveigled a German sailor, who was doubtless under the influence of drink, to accompany them down the track of the Woosung railway, where they relieved him of a silver watch, all the money he had in his possession, not much—and a portion of his clothing. To-day another case of a graver nature will be investigated. An officer belonging to the steamship *Kilmer*, a stranger to Shanghai, was at night conveyed in a junk into a field off the Broadway, near the Hongkew Wharf, where dust was thrown into his eyes and his pockets forcibly rifled of their contents, including a purse containing ten sovereigns. The robbery was reported to the police, and luckily they have succeeded in arresting a junkman who admits being the headman in the affair, and nine of the sovereigns have been traced; while the other is said to be in the possession of an accomplice who has decamped. The prisoner is undoubtedly a rogue of the worst type, his false statements while in custody having led to the arrest of four innocent persons, whom he implicated to satiate a desire for revenge for past grievances. These persons, after enquiries, were liberated. With much perseverance the robbery has been brought home to their accuser, who now says he had only one sovereign, the man who has the missing sovereign.

Japan.

NAGASAKI.

(Rising Sun, August 16.)

H. R. H. Prince Tommaso of Savoy, Duke of Genoa, arrived here in command of the Italian man-of-war *Vittorio Pisani* on Friday last, when the usual salutes were fired from the ship and returned by the fort. H.R.H. and staff have been well entertained, and feted both by natives and foreigners, and illuminations and fireworks, with varied success, have been displayed during the week. A. E. Olarovsky, H.I.R.M.'s Consul, and Acting Consul for Italy, hoisted the Italian flag, which has since been floating side by side with that of Russia. His stay here is somewhat uncertain, and we should not be surprised if the opportunity to make use of our new dock was taken advantage of by the *Vittorio Pisani*.

The Mitsui Bishi Steamship Co. will shortly commence to run a fortnightly service of steamers from Yokohama to Hongkong, calling at Kobe only; the first steamer will be the *Nigata Maru*, Captain Wilson Walker. We presume there cannot be sufficient inducement for them to call at Nagasaki.

It is reported that the P. & O. Co. have again decided to run their mail steamers as far as Nagasaki, commencing, we are informed, in February next. Both the P. & O. and the M. M. Co.'s have some time contemplated including this port in their route, but considering the small quantity of general cargo, and the extremely low rate of freights, which, in the event of opposition to the present mail steamers, would fall even still lower, the project was sorely looked upon as possible.

There has been no change in the men-of-war since our last. The *Ranger* is under orders to proceed to Yokohama, and the *Iron Duke* is expected from Vladivostok about the end of the month.

The S. S. *Clan Alpine* is loading a full cargo of rice here for the English Channel, and will probably take about 45,000 piculs. During the last four months the price has risen from \$2.16 to \$2.87 per picul. Great dissatisfaction is being expressed throughout the country, and as the price of rice affects that of most commodities demands for increase of pay have consequently been made by most of the working classes.

The 15th instant, being the 9th anniversary of the birth of His Imperial Majesty the Emperor of China, a dinner was given at the China Consulate, at which H. R. H. The Duke of Genoa and staff, and the various consuls and Government officials, were present.

Quotations.

HONGKONG, August 30, 1879.

OPIMUM.—New Patna, cash, \$535
" Old " cash, ...
" New Benares, cash, 507½
" Old " cash, ...
" New Malwa, credit, 740
" Allowance Teels, ...
" Old Malwa, credit, 780
" Allowance Teels, ...

Exchange.

Bank, Wire, ... 3/8
" Demand, ... 3/8
" 30 days' sight, ... 3/8
" 4 months' sight, ... 3/8
Credit, ... 3/8
Documentary 4 months' sight, ... 3/8
India, Wire, demand, ... 22½
Shanghai, demand, ... 72½
" 80 days' sight, ... 72½
Gold Leaf, 99½ fine ... 27.50
Sovereigns, ... 5.37

Shares.

Hongkong Bank, 55 % prem.
Union Ins. Society of Canton, \$1,300
China Traders' Ins. Co., \$1,400
North China Ins. Co., Tls. 1,250
Yangtze Ins. Assoc., Tls. 710
Chinese Insurance Co., \$235
H.K. Fire Ins. Co., \$775
China Fire Ins. Co., \$190
H.K. & W. Dock Co., 15 % prem.
H.K. O. & M. S.-boat Co., \$4 prem.
Shanghai Steam Navigation, Tls. 11
China Coast S. Nav. Co., Tls. 93
Hongkong Gas Co., \$70
Hongkong Hotel Co., \$65
China Sugar Refining Co., \$153
Chinese Imperial Loan of 1874, nominal, do. of 1877, do.

Temperature.

(Taken at Messrs. Falconer & Co.'s Premises, Queen's Road.)

HONGKONG, August 30, 1879.

BAROMETER—9 A.M. ... 29.830
Do. 1 P.M. ... 29.800
Do. 4 P.M. ...
THERMOMETER—9 A.M. ... 82½
Do. 1 P.M. ... 84
Do. 4 P.M. ...
Do. (Wet bulb) 9 A.M. 81
Do. Do. 1 P.M. 81
Do. Do. 4 P.M. ...
Do. Maximum ... 84
Do. Minimum overnight ... 80

Shipping Intelligence.

The following is corrected from the latest London and Colonial Papers, &c.:—

VESSELS TO ARRIVE.

AT HONGKONG.

Left.	Name.	From.
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Portfolio.

THE "MANTEPIECE."

Of all the ships upon the blue,
No ship contained a better crew
Than that of worthy Captain Reece
Commanding of the *Mantepiece*.

He was adored by all his men,
For worthy Captain Reece, R. N.,
Did all that lay within him to
Promote the comfort of his crew.

If ever they were dull or sad
The Captain danced to them like mad,
Or told, to make the time pass by,
Dull legends of his infancy.

A feather-bed had every man,
Warm slippers and hot water-can,
Brown Windsor from the Captain's store,
A valet, too, to every four.

Did they with thirst in summer burn,
Lo! seltzenes at every turn;
And on all very sultry days,
Cream ices handed round on trays.

Then currant wines and ginger pops
Stood handily on all the tops;
And also, with amusement rife,
A Zoetrope, or Wheel of Life.

New volumes came across the sea
From Mr. Mudie's library:
The *Times* and *Saturday Review*
Regulated the leisure of the crew.

Kind-hearted Captain Reece, R. N.,
Was quite devoted to his men;
In point of fact, good Captain Reece
Beatified the *Mantepiece*.

One summer eve at half-past ten,
Lo! said (addressing all his men):
"Come, tell me please, what can I do
To please and gratify my crew?"

"By any reasonable plan
I'll make you happy if I can;
My own convenience counts as nil,
It is my duty, and I will."

Then up and answered William Lee,
(The kindly Captain's coxswain he,
A nervous, shy, low-spoken man),
He cleared his throat, and thus began:

"You have a daughter, Captain Reece,
Ten female cousins and a niece,
A me (if what I'm told is true),
Six sisters and an aunt or two."

"Now, somehow, sir, it seems to me
More friendly like we all should be
If you united of 'em to
Unmarried members of the crew."

"If you'd ameliorate our life,
Let each select from them a wife;
And as for nervous me, old pal,
Give me your own enchanting gal!"

Good Captain Reece, that worthy man,
Debated on his coxswain's plan.
"I quite agree," he said; "oh, Bill,
It is my duty, and I will."

"My daughter, that enchanting girl,
Has just been promised to an Earl,
And all my other families
To peers of various high degree."

"But what are Dukes and Viscounts to
The happiness of all my crew?
The word I gave you I'll fulfill;
It is my duty, and I will."

"As you desire it shall befall;
I'll settle thousands on you all,
And I shall be, despite my hoard,
The only bachelor on board."

The boatswain of the *Mantepiece*,
He blushed, and spoke to Captain Reece:
"I beg your Honor's leave," he said,
"If you should wish to go and wed."

"I have a widowed mother, who
Would be the very thing for you.
She long has loved you from afar—
She washes for you, Captain R."

The Captain saw the dame that day—
Addressed her in a playful way:
"And did it want a wedding-ring?
It was a tempting jokin' sing!"

"Well, well, the chaplain I will seek,
We'll all be married this day week,
At yonder church upon the hill;
It is my duty, and I will!"

The sisters, cousins, aunts and niece,
And widowed ma of Captain Reece,
Attended there, as they were bid;
It was their duty, and they did.

—W. S. Gilbert.

A word spoken pleasantly is a large spot
of sunshine on the sad heart—and who has
not seen its effects? A smile is like the
bursting out of the sun from behind a cloud
to him who thinks he has no friend in the
wide world.

WHEN I consider the boundless activity
of our minds, the remembrance we have of
things past, our foresight of what is to come
—when I reflect on the noble discoveries
and vast improvements by which those
minds have advanced arts and sciences—I
am entirely persuaded, and out of all doubt,
that a nature which has in itself a fund of
so many excellent things cannot possibly be
mortal.—*Xenophon*.

Those who can thank and talk only on
one subject may be efficient in their line,
but they are not agreeable members of so-
ciety in any of its departments. Neither
have they made the most of themselves.
They become one-sided and narrow in their
views, and are reduced to a humiliating de-
pendence on one branch of industry. It
costs nothing to carry knowledge; and, in
times like these, to be able to put the hand
to more than one branch of industry often
serves a man a good turn.

DURING the slow process of finding one's
level, there is not only mortification but be-
wildering in the discovery that the highest
gifts are by no means the most acceptable,
at least not the most readily acceptable.
No doubt unusual gifts excite immediate
admiration, but that very admiration tends
to keep its object at arm's length, for a
while at any rate. And, if the superiority
be at all real and extensive, it does neces-
sarily prove, even in the long run, more or
less isolating. An exceptionally gifted per-
son will perhaps have many points of
sympathy with a large number of other
minds; but the people with whom such a
one can be altogether at home will be very
few.

A TRIP ACROSS COUNTRY FROM
CANTON TO KIUKIANG.

(By a Correspondent.)

It may not be uninteresting to your
readers, if I forward you a few particulars
of a journey across the country from Canton
to Kiukiang.

On the 15th of February last a party of
three, consisting of two Missionaries and a
Hongkong merchant, left Canton for Shan
Chau Fu, prefectural city situated on the
North River, distant from Canton about
280 miles, where a Mission station is estab-
lished in connection with the Wesleyan
Miss. Society.

The boat, of which we had hired a part,
had left some days previous, as there is a
large bond in the river, and also some
places of delay called "customs stations."
We followed in a slipper boat, cutting cross
by a smaller stream, and then walking
some 16 or 18 miles through the country to
Lo Pan, where we had arranged to meet our
boat. It was evening when we reached Lo
Pan, and feeling tired we performed our
ablutions and turned in. The Sabbath
quiet being an unknown quantity in China
we were aroused at daybreak by the yelling
and screaming of the boatmen. We
reached Shek Kok in the afternoon, and
saw thousands of Chinese working at the
new embankment which is intended to
prevent a repetition of the disastrous floods
of two years ago.

The Senior Member of our party, who
was both Moses and Aaron, preached in the
American Baptist Mission room.

The next day brought us to Tsing Un
Pass. About half way through the pass is
situated a monastery, nestling most cozily
in a small depression in the hill. We got
off our boat to visit it, and found the spot
most charming. Passing through the
monastery we came to some steps which
wind their way up the side of the hill.
Beautiful shrubs and trees surrounded us
on every side, and ever and anon as we
ascended we caught glimpses of the opposite
hills, and the river moving along in its
serpentine course. Here and there could
be seen the fisherman on his small raft with
a few cormorants at his side. As we stood
and viewed the scenery around, and listened
to the silvery music of the cascade as it
rushed down the mountain side, one could
imagine he had found his way to the sylvan
abodes of the Dryads. We came away pro-
mising ourselves another visit and a longer
stay.

On Wednesday we walked a few miles
into the country to a curious cave called
Pik Lok Ngan, which runs through the hill.
The cave is really lovely. A small stream
flows through it, by the side of which runs
a path, thus enabling us to pass to the other
side, where a small tract of flat country
stretches away to the distant hills. The
whole reminded me of the fairy pictures I
had seen in my boyish days, and it was no
difficult matter to imagine one or two of
those ethereal creatures with gossamer wing
flitting from rock to rock. Night came on,
and we had to find our way back to the
boat, which we did with difficulty.

Thursday, 20th, brought us to the small
district city of Ting Tak, where there is a
preaching room. We went to the room,
when a crowd soon collected, and after
discussing the even tenor of their way, the
forementioned individual preached, and we
left.

Of course in going up the river but slow
progress can be made, so that we were
afforded ample time for making small ex-
cursions into the country, and striking the
river at a higher point thus gain our boat.
Would that we had always done so! After
breakfast on Friday morning (February 21)
we started off for a walk. The day was
cloudy, rather inclined to rain. We struck
out for the hills immediately, and soon lost
sight of the river, and our boat. We
wandered about for some hours amongst
the hills, and towards four o'clock, feeling
somewhat hungry and tired, we determined
to make for the river. After winding and
turning for some time we found it. A boat
was passing at the time, and we enquired
if they had heard, or seen, anything of our
boat. We were informed that it must be
ahead of us. We got on board thinking to
rest ourselves a little, when Aaron enquired,
"What place is that?" meaning a small
village just below. "Kun Yam Ngan," was
the reply given. The very place where we
had anchored the night before. We too
concluded that our boat must be ahead of
us. We had a good laugh, and that over
asked "What must we do? we all agreed to get
off and make another attempt. Having no
sun to guide us, we carefully marked out
some high hills towards which we were to
make. After walking some distance, we
enquired how far it was to the next an-
chorage. Nine miles, was the reply. We
walked, and walked, and asked, and asked,
but still the folks would have their will,
and say—"Nine miles." I expect it is
nine miles yet. At length we began to
despair of reaching our boat, and feeling
pretty well worn out we made for the river
again. A small boat, the size of a Hong-
kong sampan was going up, and we made a
bargain with the man that he was to catch
our boat before he stopped. We got into
the small craft and found the boatman's
wife, and his nephew, and two children.
The boat was so narrow that it was im-
possible for the three of us to lie on our
backs. We had therefore to lie on our
sides. The lady generously offered us some
rice, which we declined with thanks, but
feeling the pangs of hunger asked for yams.
These we demolished and made ourselves
as comfortable as possible. About 10 o'clock
a bitterly cold North wind sprang
up, and blew through the boat, and
through us. The rain came down in tor-
rents, and we had to enclose ourselves in
as well as possible. Presently the boatman
turned in, promising to start again as soon
as the rain ceased, but he fell asleep. Just
before going asleep he kindly offered us a
bed-cover, but fearing the cover was not
the only thing he was giving us, we declined,
but on a second invitation accepted it. We
put it over our feet only, but as the night
advanced we got colder, and as we got
colder the cover got higher; until we were
pretty well covered up. Still we shivered
on. Between three and four o'clock we
determined to put an end to our miseries,
and called for a fire. A small earthen
grate containing fire was placed in our
midst, and we sat tailor fashion around it,
but—Oh! the smoke. With tears stream-
ing down our faces, we sought some open-
ing through which to thrust our heads.
We endured the changes from heat, to cold
and vice versa, until the boatman started.
We were not very long before we came up
to the place where our boat had anchored
for the night; but it had again gone on
without us.

Our Commissary bought some eggs
which we got boiled. After eating them,
we got off to walk, and before long caught
sight of our boat. We were not long in

coming up with it, and immediately we
got on board we had breakfast, and went to
bed. After a few hours' sleep we arose,
feeling very little the worse for our ex-
posure.

Monday, the 24th, brought us to Shan
Chau about noon. We will not weary your
readers by attempting a description of the
city. It is cut and dried according to
pattern. The population is estimated at
100,000. The people were quiet, several
receiving us very kindly, especially the
native preacher and colporteur.

The following day we walked some four
or five miles to see some Coal mines. Of
course they have not yet got shafts sunk,
but run into the sides of the hills, using
bamboo props to support the earth. In
some places the descent is very rapid.

Our Hongkong friend stayed with us
some five days, and then left us to our
preaching and studying, which were con-
tinued more or less until we started across
the country for our holidays. I must here
make a desperate leap of some months,
leaving your readers to fill up the interval
as romantically as they please.

It was arranged that I should leave Shan
Chau early on Saturday morning June 28th,
and that my companion, who was anxious
to stay for the Sunday service, should fol-
low me on the Tuesday; and that we
should meet at Nan Hing. Accordingly
I left by native boat about 5.30 a.m. The
river presented a noble appearance owing
to the recent and heavy rains. The day
proved most propitious and the country
were a charming aspect. Nature seemed
in her gladder and happiest mood. The
rills, sparkling in the sunlight, danced down
the rocky sides of the hills on their way to
join the brimming river. Threading our
way amidst the romantic scenery to be
found in the North of the Canton province
was delightful. In the evening we passed
a range of high rocks. The sun had just
sunk behind them, so their dark sides were
presented to view. Some appeared like
monstrous towers, their steep sides and
rounded forms almost causing one to
imagine the chisel had been at work. Others
were a likeness to huge castles, their
tree-crowned tops resembling the em-
brasure work. The whole had the appear-
ance of a huge citadel, with domes, eiteples,
minarets and watch-towers. The sight was
magnificent. Here and there large keeps
are built on the tops of high hills, into
which the people can flee in times of dis-
turbance.

Sunday came, which passed as profitably
as possible. Being infested with a species
of very small flies which bolted at the
lightest puff of smoke, smoking was the
order of the day.

By six o'clock on Sunday evening we
reached Chi Ning, situated about half-way
between Shan Chau and Nan Hing. As the
rain was likely to stay here a short time
I got off and walked on. Having walked some
distance, I came to a junction of two rivers.
I enquired from a ferryman which branch
my boat would take, and was told the one
on the left. I was on the right hand side of
the main river, and therefore putting off
my shoes and socks, waded to the boat and
got in. Old Charon demanded his fare
before starting. Unfortunately I had left
all my money on my boat. Telling him that
I had not a single obol, he gave me to
understand that I had better get out again.
This I practically refused to do, telling him
that when my boat came up I would pay
to the uttermost cash. Hearing that I had
a boat coming up, he became more enter-
taining, and permitted me to cross. Having
crossed I saw the mast of my boat in the
distance; I knew that an hour or more
must elapse before it came up. The ferry-
man now was as loth to part company with
me, as he was at first to make my acquaint-
ance. He invited me to sit in the boat,
but as I could find little amusement in
crossing and recrossing the ferry, I gave
him my socks, and went on my way rejoic-
ing.

Tuesday afternoon brought me to Nan
Hing. I sent on my card to the native
pastor in connection with the German Mis-
sion, who kindly invited me to stay with
him until my companion should arrive. I
found him very intelligent; speaking both
German and English.

On Wednesday evening my companion
arrived, and we prepared for a start early
the next morning. Leaving Nan Hing a
little before sun rise we turned our faces
towards the Kiang Si province. The road
upon which we travelled is the old road
from Canton to Peking. Much of the traffic
on this road has fallen off since the de-
velopment of the coasting trade, but it still
presents a lively appearance. The principal
commodity seemed to be paper, which was
being brought into the Canton province.

As we walked along the road our minds
went back hundreds and thousands of years,
and we thought of the numbers of officials
and people that had traversed that same
road when China was closed to the civilising
influences of Western religion and science.
The scenery was very pretty. The tobacco
plant seems to be extensively cultivated in
this part, and occasionally as you pass
along you catch a whiff of the fragrant
weed. Four o'clock brought us to the
boundary line on the top of the Mi Ling
mountains. We rested here for an hour or
two, and had dinner in a Buddhist Temple.
The priest was very affable and kind. We
here sent on our servants to Nan Ngan, a
city distant about 6 miles from the Mi Ling
Pass, to hire a boat for us. When we
passed through the gate-way which marks
the boundary, a magnificent sight was
presented to our view. Almost at the foot
of the hill lay the city of Nan Ngan. On
our right and left towered the steep and
ragged heights of the Mi Ling range, a-
way beyond the city stretched an undu-
lating plain; and then away in the misty
distance rose mountains tier on tier. Seem-
ing to flow through the middle of the
city was the river, winding in and out
until lost to view by intervening hills. The
descent from the pass was very rapid and
circumitous, and soon we found ourselves on
the plain below. It was dark when we got
to the city, having walked thirty-six miles.
Our servants had been unable to hire a
boat; however, they had collected together
a number of persons amongst whom were
two or three boatmen. After some bar-
gaining we got a boat, and got our luggage
in and made ourselves comfortable for the
night. On the morning we went into the
city and sold some books readily. Our
boatman had promised the previous night to
start immediately after breakfast, but came
to us just before we went into the city and
said he could not start. We threatened to
deduct a dollar for every day he delayed.
He began to imagine he had caught some
Tartars, and was anxious to get rid of us.
He then refused to take us, but we refused
to leave unless he would find us another
boat. Late in the afternoon he did so,
and we got away. Whilst within sight of

the city we had to call at a Customs Station.
Here was anchored a boat with five or six
convicts on board. They had come from the
Canton province, and were being taken
into Hubei. We enquired the reason of their
transportation, and learned that two of
them had killed a man in a clan fight.
The remainder were exiled for other
crimes. They asked for opium, but we had
not any; then for cigars, but we could not
see it. My companion told one of our boys
to give them some books, to which he
replied "It's no use giving those fellows
any books." One of the convicts heard
the remark, and was terribly enraged.
Our boy was going out to fight, but we
pulled him into the boat. In a short time
we got away. We passed some splendid
scenery ere we anchored for the night.
The hills towered high above our heads.
Gorges and passes were presented to view
as in a swiftly moving panorama scene.
There being many rapids in the river, and
the boatmen rowing with might and main
away we sped. A slight storm came on,
the rain continuing to fall the greater por-
tion of the night. When we anchored we
bathed in the deliciously cool river.

(To be Continued.)

A TRUTHFUL TRIO.

While strolling around Oshkosh recently,
I was surprised to meet two very distin-
guished and truthful individuals. Sur-
prised I say, because I supposed these
gentlemen thousands of miles away. These
men were Mark Twain—sometimes called
the Great Truth-teller of the Sierras—and
P. V. Nasby—generally known as the Great
International Truth-teller at Large from the
State of Ohio.

After we had talked a spell, Mr Twain
laid down his cigar and told me about a fast
horse he once owned in Virginia city. He
said:—

"Gentlemen, this horse of mine was tough
bitted, and he went so fast that I had to
guide him by electricity—had to have wire
lines and keep a battery in the wagon all
the time in order to stop him."

"Why didn't you stop him by hollering
'whoa'?" I asked.

"Stop him by hollering 'whoa!'" ex-
claimed Mr Twain. "Why, I could not
holler loud enough to make that horse hear
me. He travelled so fast that no sound ever
reached him from behind. He went faster
than the sound, sir. Holler 'whoa,' and
he'd be in the next town before the sound
of your voice could reach the dashboard.
Travel fast! I should say he could. Why,
I once started from Virginia city for Meadow
creek right in front of one of the most
dreadful rain-storms we ever had on the
Pacific coast. Wind and rain. Why, the
wind blew eighty miles an hour, and the
rain fell in sheets. I drove right before
that storm for three hours—just on the edge
of that hurricane and rain for forty miles."

"Didn't you get drenched?"

"Drenched? No, sir! What did I keep
that fast horse for? Why, I tell you, I
drove right in front of that rain storm. I
could lean forward and let the sun shine
on me, or lean backward and feel rain and
catch hailstones. When the hurricane
slacked up the horse slacked up too, and
when it blew faster I just said, 'G—lk!'
to the horse and touched the battery, and
away we went. Now I don't want to lie
about my horse, Mr Perkins, and I don't
ask you to believe what I say; but I tell
you truthfully that when I got to Meadow
creek my linen duster was dry as powder.
Not a drop of rain on the wagon seat either,
while the wagon box was level full of hail-
stones and water, or I'm a —."

"Look here, gentlemen," interrupted Mr
Nasby, "speaking of the truth, did you
ever hear about my striking that man in
Toledo?"

We said we had not.
"Well, sir, it was this way: There was a
man there—one of those worldly sceptical
fellows—who questioned my veracity one
day. He said he had doubts about the
truthfulness of one of my cross-road inci-
dents. I didn't want to strike this man, be-
cause it's a bad habit to get into—this mak-
ing a human chaos out of a fellow man.
But he questioned my veracity, and the
earthquake came. I struck him once—just
once. I remember he was putting down a
carpet at the time, and he had his mouth full
of carpet tacks. But a man can't stop to dis-
count carpet tacks in a man's mouth, when
he questions your veracity, can he? I never
do. I simply struck the blow."

"Did it hurt the man much?" I asked.

"I don't think it did. It was too sud-
den. The bystanders said if I was going to
strike a second blow they wanted to move
out of the state. I squashed that man right
down into a doornail, and his own wife,
who was taking down one edge of the
carpet at the time, came right along and
took him for a gutter perch, and ac-
tually tacked him down in front of the door.
Poor woman, she never knew she was tack-
ling down her own husband. What became
of the tacks in his mouth? You ask. Well,
the next day the boys pulled them out of
the bottoms of his overcoats, and—"

"Gentlemen!" I interrupted, "it does
me good to hear such truths. I believe
every word you say, and I feel that I ought
to exchange truths with you. Now, did you
ever hear how I went to prayer meeting at
New London, Connecticut, in a rain-storm?"

They said they had not.

"Well, gentlemen," I said, "one day I
started for the New London prayer meeting
on horseback. When I got about half way
there, a fearful storm came up. The wind
blew a hurricane, the rain fell in torrents,
the lightning gleamed through the sky, and
I went and crouched down behind a large
barn. But pretty soon the lightning struck
the barn, knocked it into a thousand splin-
ters, and sent my horse whirling over into
a neighboring corn patch."

"Did it kill you, Mr Perkins?" asked Mr
Twain, the tears rolling down his cheeks.

"No, it didn't kill me," I said, "but I
was a good deal discouraged."

"Well, what did you do, Mr Perkins?"

"What did I do? Well, gentlemen, to
tell the honest Connecticut truth, I went
right out into the pasture, took off my coat,
bumped up my bare back, and took eleven
clips of lightning right on my bare back-
bone, drew the electricity all out of the sky,
and then got on to my horse and rode into
New London in time to lead at the evening
prayer-meeting."—*American Paper*.

THE Treasury have directed the Com-
missioners of Her Majesty's Customs to
allow all seized tobacco now available, ex-
cept cigars, to be sent to Natal for the use
of the soldiers, marines, and sailors engaged
in the Zulu war. The last occasion on
which the Government issued a similar
order was during the Crimean war.

NOTES ON FREEMASONRY.

There was a time when Shanghai was an
important centre of Freemasonry, and when
a large proportion of the residents took an
active part in the discharge of Masonic
obligations and gave much pains and
thought to the exact and punctual per-
formance of Masonic ritual. While writing
the sentence we fear misconstruction, and
fancy that we are wrong in speaking of
Shanghai Masonry in the past tense, or in
implying, even indirectly, that the Settle-
ment is cooling in its attachment to the
principles of the Craft—and that we cannot
bring ourselves to think so is proved by
our trying to enlist the interest of our
readers in some Masonic statistics and
speculations. Concerning Freemasonry, as
every reader of the works of Finkel and
Olliver is aware, there are two distinct
opinions. One school of thought regards
every syllable of the traditional history as
accurate. The persons concerned in the
legends around which the ritual circles, are
not only real personages but the transac-
tions in which they are represented as
taking part are real transactions. The
signs and symbols come down to us from
hoar antiquity. The Scriptures themselves
have new sidelights cast upon the events
they record when we place them beside the
observations and the pass-words of the
mystic lodges. The most subtle secrets of
nature find a clew when we catch hold of
the thread of explanations that Masonry
places in our hands. Among the Harleian
manuscripts is a copy of the constitution
of an ancient body of Freemasons, prefaced
by a short history, commencing as follows:—
"If you ask me how this science was
first invented, my answer is this: that
before the general deluge, which is com-
monly called Noah's flood, there was a
man called Lemech as you may read in the
4th of Genesis, who had two wives, the
one called Adah, the other Zilla: by Adah
he begot two sons Jabell and Juball, by
Zillah he had a son called Tuball, and a
daughter named Nashmah, those four
children found ye beginning of ye Craft in
the world; Jabell found out geometry and
he divided flocks of sheep and lands; he
first built a house of stone and timber;
Juball found out music; Tuball found out
the smith's trade or craft also of gold,
silver, copper, iron, and steel, etc." To
those who take what we may call the high
view of the origin of Masonry, it is only in
the interpretation of this symbol and its
connection in Genesis that we can ever hope
to discover the beginning of the ancient
mysteries and of that system of religion and
philosophy that overspread Asia and Greece.
To the mystical school of interpreters, "the
four children" will be so many successive
manifestations of the spirit in man.

In violent opposition to the opinions of
these advocates of mystic meanings and a
prehistoric origin, we find a school of
thought which brings the whole thing down
to modern times. The sceptical school
declare that the founders of Masonry were
not King Solomon and Hiram of Tyre, but
Charles II and Sir Christopher Wren.
Even if one possessed Dr Johnson's high
opinion of Charles, one would hardly con-
sider him so respectable a parent for a
semi-religious society as the sceptred Ho-
brew sage, whom he resembled only in the
least estimable points of his character.
It seems probable that the truth about
Freemasonry lies in the middle between
these two theories. We may venture with-
out incurring the animadversion of the
Brethren to describe the history with
which we are familiar as legendary, but we
cannot descend so low or take so wide a
leap as to deny all the mediæval evidence
and fly per saltum from Zion to Ludgate
Hill. King Solomon may have had very
little to do with Masonry, but certainly it
existed in Europe long before the seven-
teenth century, and a writer in the *Times*
says "that Freemasonry, substantially the
same in kind as that which now exists, was
in this country as far back as the time of
Henry VI, is by no means improbable. It
has been surmised that the King himself
was a member of the Order, though nothing
more is proved in support of this than that
he left behind him a manuscript containing
certain parts of Masonic ritual." The same
paper gives us some statistics of Masonry
all over the world, which are not devoid of
interest. In France, there are 287 lodges;
in Spain, 300; in Portugal, 22; in Italy,
110; in Belgium, 15; in Mexico, 13; and
in Brazil, 256. The Craft flourished
even in countries where its great opponent
the Church of Rome has a firm seat.
Freemasonry is undoubtedly a plant of
hardy growth, and has extended itself far
and wide with results that persons who
examine its principles and its workings must
admire and approve. In Shanghai, it is
perhaps to be deplored that too much
money was spent and too much respon-
sibility incurred in the erection of a Hall,
as the charities have suffered thereby; but
there are signs that a new spirit animates
the body, and the District Grand Master is
never likely to lose sight of the sterling
principles which underlie the institution
and are the guarantees of its permanence
and utility.—*N. O. D. News*.

Mrs. Hayes has a Siamese cat which was
sent to her by an admirer in Asia.

THERE is a pair of Dwarfs, called "The
Midgits," now exhibiting in New York.
They are about 22 inches high; the boy,
14 years, weighs 9 pounds, and the girl, 15
years, 4½ pounds. The parents of the
latter said that when she was born she
weighed only ½ of a pound.

"MISTAKES in Courtship," was the sub-
ject of a clergyman's discourse in this city
on Sunday. It seems to us that it isn't so
much in courtship that people make mis-
takes. Counting's all right. It's the sad
awakening from the rosy dream that hurts.
Moral—Keep on courting.—*New York Com-
mercial*.

THE *Figaro's* correspondent in Zululand,
M. Paul Delage, telegraphs, under date
June 2, some particulars of the recovery of
the body of Prince Louis Napoleon; but
they are less full than those in the English
papers. He says he was one of the first to
find the body, quite naked, in the ravine
where the party had been surprised and
attacked by the Zulus. The breast of the
Prince was pierced by assegais, the right
eye was cut out, and the stomach cut open.
The face expressed little suffering. All the
wounds were instantaneous. The Prince died
with his face to the enemy.
"I vainly tried," says the *Figaro's* Cor-
respondent, "to close his remaining eyes,
which yet reflected gentleness and good-
ness." The correspondent proceeds to give
accounts of the embalming of the body, the
funeral service, and other details. He men-
tions that the Prince's sword, which the
Zulus took, belonged to Napoleon I.

MARK TWAIN'S APOLOGY.

Mark Twain was recently at a dinner of
the Stanley Club, in Paris, and, being
called upon for a speech, in thus reported
by the *Continental Gazette*:—"Mr Ryan
said to me just now that I'd got to make a
speech. I said to Mr Ryan, 'The news
came too late to save Roger M'Pherson.'
It is sad to know that some things always
come too late, and when I look around
upon this brilliant assembly I feel disap-
pointed to think what a nice speech I might
have made, what fine topics I might have
found in Paris to speak about, among these
historic monuments, the architecture of
Paris, the towers of Notre Dame, the caves,
and other ancient things. Then I might
have said something about the objects of
which Paris folks are fond—literature, art,
medicine (then taking a card from his vest
pocket as if to take a glance at his notes),
and audacity. But the news came too late
to save Roger M'Pherson! Perhaps you
are not so well acquainted with M'Pherson
as I am? Well, I'll explain who M'Pherson
was. When we sailed from New York
there came on board a man all heggard—a
more skeleton. He wasn't much of a man,
and on the voyage I heard him say to him-
self, 'The news came too late to save Roger
M'Pherson.' 'How too late?' I asked.
'About three weeks too late,' he replied;
'I'll tell you how it happened: A friend of
mine died, and they told me I must take his
body on the cars to his parents in Illinois.
I said I'd do it, and they gave me a card
with the address, and told me to go down
to the depot and put it on a box. I'd find
there, have the box put on the baggage
car, and go right along with it to Illinois.
I found the box all right, and called the
card on it, and put it on the cars; then I
went into the depot and got a sandwich. I
was

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *A.*, near the Kowloon shore *B.*, and those in the body of the Shipping or midway between each shore are marked *C.*, in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers						
Adria	Brit. str.	780	Aug. 18	P. & O. S. N. Co.	Singapore & Bombay	at daylight
Albay	Brit. str.	366	Aug. 28	Douglas Lapraik & Co.	Tamam, &c.	To-day
Amoy	Brit. str.	814	Aug. 30	Siemssen & Co.	Canton	To-day
Atalanta	Ger. str.	788	Aug. 28	Meyer & Co.	Holhow & Haiphong	1st prox.
Belgo	Brit. str.	1716	Aug. 14	O. & O. S. S. Co.	Y'ham & San F'isco	11th prox.
Bellona	Ger. str.	789	Aug. 12	Kwok Acheong	Australian Ports	To-day
Bombay	Brit. str.	789	Feb. 12	Gibb, Livingston & Co.	Saloon	1st prox.
Briabane	Brit. str.	991	Aug. 28	Siemssen & Co.	Coast Ports	To-day
Cassandra	Ger. str.	937	Aug. 25	Siemssen & Co.	Manila	Tug Plying
Charlton	Brit. str.	786	Aug. 30	Russell & Co.	Australian Ports	at daylight
Douglas	Brit. str.	864	Aug. 31	Kwok Acheong	Marseilles, &c.	2nd prox.
Emeralda	Brit. str.	395	Aug. 30	Russell & Co.	Bangkok	To-morrow
Fame	Brit. str.	117	Aug. 31	H. K. & W'pca Dock Co.		
Norus	Brit. str.	606	May 31	Kwok Acheong		
Olaf	Dan. str.	976	Aug. 24	Siemssen & Co.		
Pelbo	Feh. str.	2079	Aug. 24	Messageries Maritimes		
Rajanattianhar	Brit. str.	933	Aug. 28	Yuen Fat Hong		
Sea Gull	Amer. str.	48	Mar. 24	China Traders Insurance Co.		
Thales	Brit. str.	820	Aug. 20	Jardine, Matheson & Co.		
Volga	Feh. str.	991	Aug. 29	Messageries Maritimes		
Yangtze	Brit. str.	782	Aug. 20	Siemssen & Co.		
Yotung	Brit. str.	286	Aug. 28	Kwok Acheong		
Zamboanga	Span. str.	651	Aug. 24	Remedios & Co.		
Zephyr	Brit. str.	.....	.....	Russell & Co.		
Sailing Vessels						
Adam H. Simpson	Amer. sh.	1524	Aug. 9	Borneo Co., Limited		
Advance	Brit. bge.	336	Aug. 9	Chinese		
Adelaide Norris	Amer. bge.	719	Aug. 11	Vogel & Co.		
Agnes Muir	Brit. sh.	851	July 25	Meyer & Co.		
Ann Adamson	Brit. bge.	464	June 26	Kwong Him Woo		
Anna Bertha	Ger. bge.	468	Aug. 26	Caplain		
Antioch	Amer. bge.	646	Aug. 7	Vogel & Co.		
Candace	Brit. 3m. sc.	263	July 5	Chinese		
Chocola	Brit. bge.	284	July 21	Adamson, Bell & Co.		
Ebenzer	Brit. 3m. sc.	319	Aug. 24	Caplain		
Echo	Brit. bge.	369	Aug. 27	Arnhold, Karberg & Co.		
Edward Barrow	Brit. bge.	958	June 26	Vogel & Co.		
Excellior	Amer. bge.	593	Aug. 24	Caplain		
Faugh Balaugh	Ger. bge.	240	Aug. 24	Caplain		
Flenzburg	Dan. bge.	365	Aug. 29	Edvard Schellhaas & Co.		
Florida Star	Brit. 3m. sc.	244	July 30	Adamson, Bell & Co.		
Fred. P. Litchfield	Amer. bge.	1083	July 11	Russell & Co.		
Friedrich Perthes	Ger. bge.	446	Aug. 24	Siemssen & Co.		
Gylding	Dan. bge.	240	Aug. 5	Siemssen & Co.		
Hermann	Ger. bge.	444	Aug. 7	Wieler & Co.		
Highlander	Amer. sh.	1352	June 19	Vogel & Co.		
Hongkong	Ger. 3m. sc.	219	Aug. 26	Vogel & Co.		
J. A. Borland	Amer. bge.	670	July 20	Vogel & Co.		
Jane	Feh. bge.	282	Aug. 29	Arnhold, Karberg & Co.		
Jessie McDonald	Brit. 3m. sc.	275	Aug. 26	Arnhold, Karberg & Co.		
John Potts	Brit. bge.	374	Aug. 26	Butterfield & Swire		
Jules Dufaire	Brit. bge.	434	Aug. 20	Van Keng Ho		
Kaleja	Russ. bge.	690	Aug. 18	Vogel & Co.		
Kvik	Norw. bge.	47	Aug. 24	Siemssen & Co.		
Madap	Brit. 3m. sc.	199	Aug. 27	Vogel & Co.		
Monte Rosa	Amer. sh.	1913	June 16	Chinese		
Prosperity	Brit. bge.	470	Aug. 12	Wieler & Co.		
Queen of India	Brit. bge.	390	Aug. 10	Order		
Rideman	Brit. bge.	740	June 19	Jardine, Matheson & Co.		
Sir Lancelot	Brit. bge.	880	Aug. 29	Edvard Schellhaas & Co.		
Sourabaya Packet	Dutch bge.	432	Aug. 27	W. H. Ray		
Spartan	Amer. sc.	91	Aug. 29	Melchers & Co.		
Spica	Ger. bge.	915	Aug. 28	Arnhold, Karberg & Co.		
Star of China	Brit. sh.	794	Sept. 6	Russell & Co.		
Sumatra	Amer. sh.	1090	Sept. 25	Borneo Co., Limited		
Toowomba	Brit. bge.	585	Aug. 21	Wieler & Co.		
Triton	Ger. bge.	568	Aug. 21	Siemssen & Co.		
Vesta	Dutch bge.	417	Aug. 26	Siemssen & Co.		
Vigilant	Amer. sh.	1800	June 11	Russell & Co.		
WHAMPOA						
Courier	Porte	346	Aug. 12	Carlowitz & Co.		
Florence Nightingale	McIntyre	404	Aug. 30	Arnhold, Karberg & Co.		
CANTON						
Fuyew	Crood	920	Aug. 27	C. M. S. N. Co.	Shanghai	

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor-aga.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Chop-chung	6 h	Chinese	gunboat	300	4	120	Aug. 29	Lee Tack Ming
Egeria	6 c	British	steam sloop	794	4	120	Aug. 14	A. L. Douglas
Id Tai	7 h	British	man-of-war	2060	.....	.....	June 10	Yuen
Meeanee	6 k	British	military hospital	2591	.....	.....	.....	.....
Sheldrake	5 k	British	gunboat	455	4	60	July 18	Lt. Com. M. L. Bridges
Sun-kee	5 k	Chinese	gunboat	180	5	60	June 23	J. H. Wade
Veneoora	K. D.	Chinese	man-of-war	.....	.....	.....	Aug. 5	Francisco Alaraz
Victor Emanuel	6 h	British	Commodore's flag-ship	3087	20	.....	.....	Commodore Smith

HONGKONG, MACAO AND CANTON RIVER STEAMERS.

Name.	Tons.	Captain.	Owners.	Name.	Tons.	Guns.	H. P.	Commander.
Ichang	700	Ogston	Butterfield and Swire	An-lan	221	7	70	J. Godall
Kin Shan	457	Cary	H. C. & M. S. boat Co.	Chen-jui	80	3	20	A. Walker
Kiu Kiang	617	Benning, A.	H. C. & M. S. boat Co.	Chen-to	221	7	70	Stewart
Powan	1890	Hoyland	H. C. & M. S. boat Co.	Ching-on	120	2	40	Chinese Admiral
Sir J. Jeejeebhoy	184	.....	Kwok Acheong	Ching-po	180	6	60	.....
Spark	140	Lefavour	H. C. & M. S. boat Co.	Chun-tung	150	2	40	Chun Ti Hu
Tung Ting	314	Degen	C. M. S. N. Co.	Li-ah	80	4	20	Read
White Cloud	280	.....	H. C. & M. S. boat Co.	Peng-chou-hai	600	4	120	C. H. Palmer
Yotsai	180	Brownie	Kwok Acheong	Quang-on	120	4	40	Li Ping Tye
				Shen-chi	180	5	60	J. H. Wade
				Sui-tung	160	4	60	J. B. Murray
				Tung-tung	180	6	60	Beasard
				Tung-po	100	8	40	Ching

CHINESE GUN-VESSELS IN CANTON WATERS, &c.

FOOCHOW SHIPPING IN PORT.

Aug. 23, 1879.
MERCHANT STEAMER.
Europe for Shanghai
Killarney for London
MERCHANT SAILING VESSELS.
Cella for Melbourne
Izumi for British barque
Maid of Judah for Sydney
R. M. Hayward for Tientsin
Wandering Minstrel for Tientsin

SHIPPING IN SHANGHAI HARBOUR.

Aug. 26, 1879.
MERCHANT STEAMERS.
*Amoy for New York
Appln for New York
Chin-tung for New York
Fatchoy for New York
Fung-shun for New York
Galley of Lorne for New York
Hae-an for New York
Hae-shin for New York
Harter for New York

MERCHANT STEAMERS.

Kiang-ching	Chinese
Kiang-kwan	Chinese
Kiang-plau	Chinese
Kiang-tung	Chinese
Kiang-yuen	Chinese
Orissa	British
Pakong	French
Pelbo	British
Pekin	British
Ping-on	British
Shanghai	British
Sinchi	Japanese
Tokio Maru	Japanese
Ulysses	for London, &c.
W. C. de Vries	British
Yeh-an	Chinese
Yunglung	Chinese

SAILING VESSELS.

Bendultha	American barque
Christina	German schooner
Endynlon	British ship
Foochow	Siamese barque
H. Printzenberg	German barque
Hallowen	for London
Hedvig	British barque
Hermann	German barque
Heronimus	British brig
Krasnoohat	Siamese brig
Lydia	British barque
Omha	for San Francisco
Oscar Vidal	British barque
Pelham	British brig
Presto	British barque
Sine	German barque
Snowdon	British barque
Ta-lee	German barque
Veteran	French barque
Windhover	for London

MIN-OF-WAR.

Kua Hsing	Chinese cruiser
Lilly	H. M. gunboat
Modeste	H. M. corvette
Morge	Russian gunboat
Bobol	Russian gunboat

HONGKONG MARKET PRICES.

Corrected to Saturday, August 30th, 1879.

At 1080 Cash per Dollar Mexican.

		PRICE.	Chinese Names.
	Highest. Lowest. Cash.		
Butcher Meat.			
Bacon, English, . lb.	450 400		來路烟猪肉
" Ame. Sugar cured, . "	250 220		花旗烟猪肉
" Foochow, . "	200 180		福州烟猪肉
Beef, sirloin and prime cut, cy.	170 160		尾龍扒
Beef Corned, . catty	140 130		鹹牛肉
" Roast, . "	150 140		燒牛肉
" Soup, . "	90 80		湯肉
" Steak, . "	150 140		牛肉起
Bullocks' Brains, . per set	50 40		牛腦
" Tongue, fresh, each	300 270		牛脚
" " corned, . "	300 270		鹹牛脚
" Head, . "	750 700		牛頭
" Heart, . "	130 120		牛心
" Hump, Salt, . catty	130 120		牛肩
" Feet, . each	50 45		牛脚
" Kidney, . "	60 50		牛腰
" Tail, . "	100 90		牛尾
" Liver, . catty	80 70		牛肝
" Tripe (undressed), catty	55 45		牛肚
Calves' Head and Feet, set	600 500		牛仔頭脚
Hams, American, . lb.	350 320		花旗火腿
" Chinese, . "	250 220		中華火腿
" English, . "	380 350		來路火腿
Mutton Chop, . "	180 160		羊牌骨
" Leg, . "	180 160		羊腿
" Shoulder, . "	150 130		羊手
Pigs' Chiddings, . catty	70 60		猪脚
" Feet, . "	110 100		猪脚
" Ears, . "	120 110		猪頭
" Head, . "	95 90		猪頭
" Heart, . each	60 50		猪心
" Kidney, . "	110 100		猪腰
" Liver, . lb.	120 110		猪肝
Pork, Chop, . catty	170 150		猪牌骨
" Corned, . "	160 150		鹹猪肉
" Leg, . "	170 160		猪腿
" Fat or Lard, . "	110 100		猪油
Sheeps' Head and Feet, set	450 400		羊頭脚
" Heart, . each	50 40		羊心
" Kidney, . "	70 60		羊腰
" Liver, . "	140 130		羊肝
Sucking Pigs, . "	\$2.12.5		猪仔
Suet, Beef, . lb.	120 —		生牛油
" Mutton, . "	120 110		生羊油
Sweet Bread, . catty	130 120		牛棧肉
Veal, . "	140 130		牛仔肉
Poultry.			
Capons, . catty	250 200		雞
Doves, . each	110 100		班鳩
Ducks, . catty	110 100		鴨
Eggs, Hen, . doz.	100 —		雞蛋
Fowls, . catty	160 150		雞
Geese, . "	120 110		鴨
Partridges, . each	350 320		鷓鴣
Rice Birds, alive, . doz.	300 250		禾花雀
Pigeons, . each	140 130		白鴿
Rabbits, live, Canton, . "	700 600		省城家兔
Snipe, . each	120 110		沙道
Turkeys, Cock, . catty	600 450		火雞公
" Hen, . "	350 300		火雞母
Fish.			
Bombay Ducks, . per hundred	200 180		肚魚乾
Bream, . catty	90 80		鯽魚
Carp, . "	90 80		鯉魚
Catfish, . "	60 50		赤魚
Codfish, Salt, . "	160 —		鹹魚
Crabs, . "	120 60		蟹
Cuttle Fish, . "	90 80		墨魚
Dace, . "	80 70		黃尾鱗
Dog Fish, . "	60 50		跌倒沙
Eels, Congor, . "	80 —		淡水鱔
" Fresh water, . "	100 90		淡水鱔
File Fish, . "	80 70		刺皮洋魚
Fresh Fish, Large, . "	120 110		大鮮魚
" Small, . "	80 70		鮮魚仔
Frog, . "	120 100		田雞
Garoupa, . "	140 120		石斑魚
Gudgeon, . "	80 70		石斑魚
Gurnard, . "	100 90		紅角
Haddock, . "	100 90		黃花澤
Herrings, fresh, . "	90 80		鱈
King Crab, . each	100 —		花軟唇
Labrus, . catty	100 90		生魚
Live Fish, . catty	180 120		龍蝦
Lobsters, . "	140 130		海蟹
Mullet, . "	100 —		海鯉
" Red, . "	200 —		鰻公魚
Parrot Fish, . "	110 100		頭鰻
Perch, . "	80 70		鰻魚
Pike, . "	120 110		花鰻